

LOTUS REMARQUE

The Official Publication of Lotus, Ltd.



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June 2005

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LOG 25 Saturday Evening Banquet Guest Speaker Bob Dance

It could easily be said Robert W. Dance has the Midas touch with racecars. Bob Dance's interest in motor racing started at an early age dating back to his latter days at school in the 1950's. Visits to the hallowed homes of British sports car and Formula 1 racing, the likes of Silverstone and Goodwood, with his father set Bob on a course no young racing enthusiast should never be denied.

Bob trained to become a motor mechanic and carried out his compulsory stint in the British Army. Location and timing generally have a bearing on ones career and for Bob it was no different. Working to get into racing while living in North London, the nearest company involved in serious racing development was Lotus. Bob joined Lotus in 1960, moving through the company to his position as Formula 1 chief mechanic on the Lotus 49 during Graham Hill's championship year of 1968. Somewhere along the line fellow Lotus mechanic, Bob Sparshott, entered the fray and the two became fast (literally) friends.

After two years with the new March STP team and five years with Bernie Ecclestone's fledgling Brabham Formula 1 team, Bob was invited back to Team Lotus by Colin Chapman in 1976 to be F1 chief mechanic on the interim John Player Special (JPS) Lotus 77 and the following year on the cutting edge JPS 78. It



(L-R) Bob Dance and Bob Sparshott

all came to fruition with Mario Andretti and the JPS Lotus 79 winning the world championship in 1978. Bob was instrumental with Team Lotus until its heartwrenching demise in 1994.

Bob feels lucky to have joined a Japanese team's GB racecar company that eventually

sold out to VW Audi in 1998. He worked on the Bentley Le Mans project, the 24 Hours of Le Mans 2004 winning team. Today Bob is still involved with Lotus working part time with Clive Chapman's Classic Team Lotus organisation.

TO BE OR NOT TO BE?

By William Taylor

The story of how Johnny Dumfries came to drive for Team Lotus.

An exclusive and fascinating extract from the forthcoming Coterie Press Book, Ayrton Senna-The Team Lotus Years by Johnny Tipler

Enthusiasm ran high at Team Lotus as they eagerly anticipated the 1986 season. Maybe this would be the year that Ayrton Senna could bring back the Championship. But before things got under way, they were licking wounds from some bad press. The controversy was over the Team's failure to hire British race fans' favourite racing-driver-next-door, Derek Warwick. When it was clear that Elio de Angelis's Latin pride couldn't cope with upstaging by his precocious team-mate and he was going to leave at the end of the '85 season, Warr was swift to court Warwick. A top British driver, he fitted the sponsor's criteria admirably, and would surely complement Senna's still emerging talents. There were precedents for having two talented drivers on the strength at Team Lotus, although it wasn't always a popular move with either: Graham Hill joined Jimmy Clark in 1967, Ronnie Peterson came in with Emerson Fittipaldi in 1973, and was himself joined by Jacky Ickx

for '74. And of course 'Super Swede' returned to support Mario Andretti in 1978.

Both McLaren and Williams were running joint number one drivers, and provided there was substantial extra funding from Players, Peter Warr saw no reason why Lotus shouldn't do the same, although perhaps the equality was always going to be nominal rather than real, since Senna was clearly in the ascendant. Writing in *Motor Sport* in January '86, Jenks affirmed that Warwick had signed for Lotus 'in the full knowledge that Senna is the blue-eyed boy at Hethel. If he keeps up with Senna, we will all be impressed; if he beats Senna we will cheer loudly, for Senna and Lotus are a known standard.'

Senna had other ideas and asserted his power. Reasoning that in truth Team Lotus had neither the means nor resources to run two so-called number ones adequately, far less focus on the World Championship, he vetoed Warwick's presence. Far from rubbing the Englishman, it illustrated Senna's respect that he went to such lengths to exclude him from the '86 line-up. Senna had seen how quick Warwick was in the Renault RE60, which the driver himself described as 'shit'. There was no question about Warwick's ability; Jenks regarded him as being 'in the top eight in Grand Prix racing and knows what he wants from a racing car and can use it if given the

right things.' Even so, Jenks hinted at Senna's preference for bringing Mauricio Gugelmin into the team. 'If you were Brazilian and you had a Brazilian friend who would not only do everything you told him, but would follow you faithfully, and had proven ability at Formula 3 level, surely you would want him as your trouble-free team-mate.'

Derek Warwick recalled the controversy simply in terms of Senna not wanting a challenger within the team. 'Renault was quitting F1, and by mid-season I was talking to several teams about the '86 season. At the time, Lotus looked to be the most competitive for '86, and they had Senna driving, so I decided to sign for them. I had many meetings with Lotus, and we agreed terms in the November and shook hands on it in December '85. As far as I was concerned, Senna and I would have equal status. I don't know how much (retainer) he was on, and there was never a conversation about Senna being number one.' Warwick stopped talking to other teams because they'd agreed terms and he was due to sign the contract in December '85. A fee of \$120,000 was probable. 'Then I got a call from Peter Warr, saying there was a problem, that Senna wasn't happy for me to drive with him, and that he had put pressure on the sponsors

To Be or Not To Be (Continued on page 4)

LOTUS REMARQUE

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Direct web-related e-mail to Michael Gulley, webmaster@lotusclub.org

Lotus Ltd. Election Ballot of Officers and Directors

Voting will close on July 25th. The results will be officially published in the September issue of Remarque. The term of office for your new Officers And Directors will begin with the board meeting on the last Wednesday in August. Please vote for one person for each Office and four Directors-at-Large. Mail ballots to Lotus Ltd., Box L, College Park, MD 20741

President: _____ ☐ Nigel Harrison
Vice President: _____ ☐ Keith Spalding
Treasurer: _____ ☐ Roy Collins
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Director-at-Large: _____ ☐ Gordon Davis
Director-at-Large: _____ ☐ Michael Gulley
Director-at-Large: _____ ☐ Mark Mazman
Director-at-Large: _____ ☐ Bob Metz
Director-at-Large: _____ ☐ Jim Roberts, DMD
Director-at-Large: _____ ☐ Dennis Rooney

Director-at-Large Candidate Platforms: (choose four Candidates)

Gordon "Gordonie" Davis: "A Lotus in every garage. I've served the board for the 3 years, joining L.L. in 1975, and am President of Club Lotus L.A. The only Californian on the board, I represent the largest single state membership. I love L.L. and work hard for you. I drive to every LOG, and do my utmost to make L.L. a national club. I drive one of the nicest Esprits in the world, "Mellow Yellow", and won Best of Show at LOG 24. If you vote for me, your car will run faster, and you will feel better about yourself."

Michael Gulley: "I have been a member of Lotus, Ltd. since 1989. I designed and currently manage the club website, and publish ReMarque, the club newsletter. I have put forth a great deal of effort to improve the communication level of the club, and plan on continuing to do so. In order to continue to grow as a national club, Lotus Ltd. needs to expand its membership with owners of the older cars, as well as bringing in new Elise owners. I intend to maintain the club's interest in classic Lotus cars. I own a Twin Cam Europa and a Caterham Seven."

Mark Mazman: "I am an organized person that can get assigned tasks completed without a lot of prodding. I am already involved at the national level with several projects, so I feel I can hit the ground running. I have also made myself available as a technical support resource for numerous Lotus owners. I do not have an ego about my level of contribution, and intend to remain on the board so long as my presence makes it a better place."

Bob Metz: "I'm especially concerned with Lotus Ltd. being 'the' club for all Lotus owners -- including Elise owners. I'm proud to be a charter member of Lotus Ltd., involved in efforts to take the club national. Similar growth faces us now with the Elise selling at rates never before seen in The US. I hope to see to Lotus Ltd. appealing to all owners with services and offerings bringing them aboard. We must attract and keep these owners. This is our challenge for the future. We are the national Lotus club, giving owners nationwide a sense of fellowship and camaraderie no other group offers."

Jim Roberts, DMD: "I vintage race a Europa 47, having restored it for five years. Successes include two wins against Porsches. My background is in racing SCCA (4 National and 13 Divisional championships), IMSA and vintage. As president of the local PCA, SCCA, British Motoring, and Mercedes clubs, membership doubled under my tenure. I'm a driving instructor for several national clubs. None match the enthusiasm of Lotus Ltd. The feeling of comfort and belonging is difficult to describe. Our small numbers make it cozy, but we need to grow as the Elise arrives. Lotus Ltd's future is bright. I will make a significant contribution."

Dennis Rooney: "Having owned at least one Lotus continuously since 1988 I've developed a passion and appreciation for the Marque whether it be old classics, new exotics or purely race-bred vehicles. As Project Manager for a consulting engineering firm I am accustomed to being imaginative, time efficient, proactive and meeting deadlines. I feel that such traits are of value for the directors of any organization, but perhaps even more so in groups such as Lotus Ltd. that rely on purely voluntary leadership. As such I feel that I offer the drive and willingness to help develop Lotus Ltd. to it's full potential."

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The President's Corner

Well, it's finally here! Spring has arrived in all its glory bringing our traditional May flowers and June grass growth (compliments of the April showers) with it. My thoughts, probably much like yours, turn to driving. My wife, on the other hand, looks at me wondering why the lawn mower isn't getting any exercise to fight off the jungle-like growth of the yard. She mentioned something about the kids disappearing in the tall grass. Details, details!

Lotus Ltd. has had some significant changes the past several months, not the least of which is yours truly, taking on the president's position until the coming board elections in August. Due to increasing business commitments, Lotus stalwart Dave Hsu has abdicated the throne. We are all thankful for the fine job Dave did while at the helm of Lotus Ltd. When you see him, give him a pat on the back and thank him.

LOG 25 is progressing nicely. The St. Louis club is diligently working to bring you the best celebration for 25 years of LOG. We look forward to seeing all you in St. Louis for LOG 25 to "Meet Me In St. Louis". Flip forward on your calendars, punch the dates up on your PDA, whatever it takes, come visit us August 26-29th for LOG 25. Keep an eye on the LOG 25 web site and ReMarque for continued updates

The 2000 Presidential election in The United States was truly a nail biter, no matter which side you of the aisle you voted with. Lotus Ltd. elections have historically not been quite as close, but never the less, we press on. We have a fine selection of volunteers running for various positions on the Lotus Ltd. board. Please take a few minutes to review their platform and mail in your all-important vote. This election will determine the course Lotus Ltd. takes the next few years. Besides it's free and gives you a chance to voice your opinion.

Our local affiliate clubs continue to expand in number and membership with some minor rearranging of one our Florida affiliates, the New England club, the Texas club in Dallas and the western Pennsylvania club in Pittsburgh. If you haven't looked at the "Local Groups" page of the Lotus Ltd. web site or ReMarque recently, may I suggest you do so to track down the affiliate club in your area? We've added new clubs in Las Vegas NV, Birmingham AL, Indianapolis IN, San Diego CA, Baltimore MD, New Orleans LA and Iowa. We have approximately 5-6 additional local affiliate clubs in the works across North America. True Lotus enthusiasts run all of the Lotus Ltd. affiliate clubs. When you meet them, make sure you offer your thanks (beer is always a nice thank you) for the time and effort they put in.

The Elise continues to fly off the shelf at dealers in record numbers. It's nice to see Lotus in the automotive press once again. Even better, is seeing them on our highways. Last week within five minutes I saw two Elise (chrome orange and magnetic blue) cruising by my office. You should see the heads turn as they drive by. After years of ownership, I'm still bedazzled by the sight of another Lotus rolling past and the best part about this, everyone waves, pulls over and chats.

CYA in August. Happy Lotusing!

Mark V. Pfeffer - President Lotus Ltd.

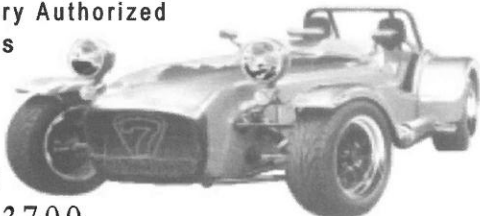
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TO BE OR NOT TO BE (Cont. from page 1)

to remove me from the team. Peter said that they couldn't afford to upset the sponsors or Senna, and they'd made the decision not to sign the contract with me.' Warwick was justifiably furious; Warr was understandably embarrassed. Said Warwick, 'There was now nowhere else to go because all the other teams had drivers signed up. Luckily I hadn't started house-hunting in Norfolk.' 'It could have been much more far reaching,' reflected Warr, 'because in reality Derek had a binding contract, albeit a verbal one with TL, and it was only his gentlemanly act to stand down and not make a fuss that prevented the whole thing potentially reaching the law courts.' Warwick was dourly philosophical. 'Ayrton's reason for not having me in the team was that Lotus was not big enough to run two number ones, and he wanted the spare car just for himself. He wanted a team-mate who he could dominate both mentally and at speed. I believe that he didn't want to put himself up against a driver who was both quick and had the ability to get all the team around him so early into his career. (Senna had just dispensed with one driver who was highly esteemed within the team.) This all happened a few days before Christmas. Ayrton even had the cheek to send me a New Year card wishing me all the best for '86! I've never borne a grudge towards Ayrton. I just got my head down and got myself sorted out. But I never got myself back into a winning F1 car again.' The sequel, of course, is that Warwick did eventually join Team Lotus in its flag-end days, post Warr, in 1990.

Warr expressed genuine regrets about not having Warwick in the team. But he also painted a rather different picture of

Warwick's anticipated role. 'I have to say I was desperately upset about Derek Warwick, although I didn't rate Derek in the same breath or on the same level as Ayrton. I thought Derek would have been a superb, stonking, reliable, number two. Ayrton, for some reason, saw Derek as a threat, which was not my picture of him, but I have to respect Ayrton's decision, because he is the race driver, and he is out there against him out on the track. So he saw Derek as a real threat, not just on the track but as a threat to loyalty within the team, because he was a good old boy, he was a Brit, and he had the mechanics on his side. I'd done the deal with Derek, confident in my own mind that I was going to ring up Ayrton and say, "look, I've done the deal with Derek Warwick and he's going to be your team-mate," and it was all fixed. Ayrton said, "Oh, I'm not having that, I don't want Derek," and I had to phone Derek in the Channel Islands and tell him, "listen Derek, you're going to think I'm a right shit, but I'm in the awful position where the choice is Ayrton or you. Because Ayrton has said he won't drive in a team with you." And he of course went a bit berserk, but he actually took it remarkably well, and I admire him tremendously for doing that.'

According to Mike Doodson, then sports editor of Motor magazine, it was cut and dried. 'I understood at the time that Lotus was actually incapable of running two number one cars. They simply didn't have the budget. They didn't have enough good gearboxes in '86, and Johnny Dumfries had to make do with a car that was virtually certain to retire in every race because the transmission was going to break. I think Senna did Derek Warwick a favour by making sure he didn't join the team. What he did was interpreted as being a very unfriendly act turned out to be extremely friendly! You've only got to look at the results for Dumfries and you'll see an awful lot of DNFs.'

The point of a six-speed gearbox was to complement the power delivery of the turbocharged engine; Team Lotus, along with other teams, had begun to develop one. But, having concluded that reliability was going to be the key to the '86 Championship, Senna elected to run with the less-than-optimal five-speed transmission while Dumfries evaluated the six-speeder, which became standard for 1987.

After de Angelis was killed testing the Brabham at Paul Ricard in '86, Warwick took his place in the Ecclestone squad. There was a sense of out-of-the-frying-pan and into-the-fire about his equipment: 'The Renault RE60 and the



Photo courtesy of William Taylor

The Seventh Marquis of Bute

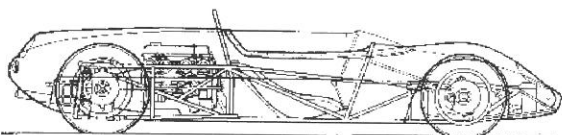
Brabham BT55 were both very bad cars,' he said curtly. Warwick did have a brief encounter with the Lotus 97T - the Renault engine deal allowed him to do this, and he drove 120 laps of Brands Hatch at the end of September prior to the 1985 European Grand Prix. Warwick recalled that it was for publicity purposes but, almost 20 years on, it was all too fleeting for him to remember what the car felt like. A photo in March '86 Motor Sport magazine shows Del Boy in the JPS Lotus in the Brands Hatch pits, surrounded by Ducarouge et al, his name writ large on the side of the cockpit, and the caption proclaiming how delighted the team was with his performance. Mechanic Chris Dinnage remembered the occasion: 'When Elio was on the way out, the hot rumour was that Derek Warwick was coming from Renault to join the team. He actually did a test day with us in late summer at Brands Hatch. Neither Elio nor Ayrton could make the test. Peter Warr or Gérard asked Renault if we could borrow Derek Warwick for the day because we needed to do some engine testing. Derek came up to the factory for a seat-fitting, and I went down to the hotel with Derek the night before and he actually drove the Lotus the next day. Everybody thought he was coming to Lotus.'

Bob Dance posited the reality: 'Senna's ability shone through and people would automatically see that he was the man who was going to bring the results. People always like to fall in behind winners, and Warwick wouldn't have beaten Senna when the chips were down.'

Today he's the seventh Marquis of Bute, but back then Warwick's replacement was known just as plain Johnny Dumfries (full name John Colum Crichton-Stuart), a young Scot with extensive experience of racing against his new team-mate in F3. Dumfries came close to an F1 ride with Tyrrell two seasons prior to his Lotus gig. 'I thought Ken was fantastic,' he said. 'He was very kind to young drivers, and he made himself available to talk. We did have a bit of history, because he actually offered me Brundle's drive after Martin broke his legs at Monaco in '84. I was contracted to BP though, and they weren't interested in letting me do that. But that was an interesting aspect of my career, because in '84, that might have been the

To Be or Not To Be (Continued on page 5)

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TO BE OR NOT TO BE (Cont. from page 1)

best possible thing, for me to get into a DFV-powered car. We discussed it, and looked at the remaining races, post Monaco, and most were at very fast tracks, which would mean the DFV would be nowhere. So I didn't take it. That 012 Tyrrell was a very good chassis, and both Bellof and Brundle were bloody quick in some places. We can all be wise after the event.'

Like all up-and-coming hot-shoes, Dumfries saw F3 as a stepping stone on the way to achieving his goal, which was F1. '1985 was a strange and rather disappointing year for me, because I'd won the Marlboro F3 championship with Dave Price Racing in '84 (with 15 wins) and had a lot of interest from F1 teams as a result, including Lotus. They ran me in a full day's test at Donington in '84.' A test for McLaren was the prize for winning the F3 championship, but that was just one day at Silverstone. Dumfries tested for Brabham at Kyalami, with the prospect of a testing contract for '84/'85, albeit tied in to an F3000 contract. 'The implication was that they would pay for my F3000 season, though I never actually saw the paperwork,' he said. In retrospect, that would have been his best option. But instead he signed a testing contract with Ferrari and spent a year pounding round Fiorano for them in '85. 'That was a great opportunity, but my F3000 season was a complete mess because I started with Onyx where Mike Howell had taken me on for free, and I had no sponsorship whatever for that team. Then after three or four races he said he couldn't carry on, so they had to drop me and I was left with nothing to fall back on.'

However, Team Lotus had retained an interest, and reopened negotiations with Dumfries for '86. As a British driver, his face fitted. Senna clearly had undisputed number one status in the team, and Dumfries made the pragmatic choice to accept the number two role. I'd had a really bad year in '85. I'd been in an ideal position for moving forward but things had taken a dive in terms of results and press coverage, and that affected my perceived position as a driver. I'd have been mad not to take the Lotus offer.'

At least Players were happy. Peter Dyke's considerable ego was well satisfied by the F3 champion, a personable aristocrat with an attractive wife called Freddie, it was all manna from heaven for the sponsor. Instead of Mansell and Warwick, Lotus had a Lord on board. Dumfries became very popular with the lads. 'He was a nice guy,' said Stanbury. 'He'd come to factory and joke and chat to all of the people the whole way through the organisation, down to the secretaries; you really wanted him to succeed.'



(L-R. Peter Warr, Ayrton Senna, Johnny Dumfries)



Dumfries at the Austrian Grand Prix in 1986

Photo courtesy of William Taylor

Brat pack

As team-mates, the rapport between Senna and Dumfries was negligible. They had a history in the hard-bitten hunting ground of Formula 3. 'In the F3 days' said Dumfries, 'he was always aloof, a distant character. It was part of his psychological play. I was like that as well. I didn't go out of my way to befriend drivers that I was competing against. As a general rule, I preferred to keep to myself.' That 1983 F3 season was particularly edgy. There was crackling tension between Brundle, who was driving for Eddie Jordan, and Senna, driving for Derek Bennetts. Apart from Dumfries, Davy Jones and Calvin Fish were quick and the rivalry between Fish and Brundle was compounded by them both being BP funded. Fish and Senna had raced hard against each other in FF2000. Jones and Dumfries were the new boys, determined to prove themselves. While the Scot made it to F1, American Jones moved to IMSA with Walkinshaw and thence to CART where he almost won the Indy 500 as recently as 1996.

By the time Dumfries and Senna were together at Lotus, not a lot had changed in the affability stakes. Although two years younger, Senna was the senior driver. 'He was quite distant to me,' said Dumfries. 'We spoke very briefly about this press interest around Lotus and Warwick and Senna's contractual situation. When we tested at Paul Ricard in January, that was our first interaction as team mates, apart from the contract signing and some PR photos

I'd done. So we were on the plane down to Ricard and he said, about the press interest, "my advice to you would be to ignore it and get on with your job," or words to that effect. Fair comment; I agreed with him. Was it an invitation to race him? Lets put it this way, I don't think he ever had a problem going head to head with anybody, so I didn't really see it in that way as much as a bit of personal advice. "Don't let politics mess with your head."

Given the gulf between the status and equipment provided, it's little surprise that there were startling differences in the remuneration of the two drivers. Dumfries revealed his salary: 'My retainer was about £100k. I got another £25k from Italian clothing manufacturer Reporter for endorsing them and having their label on my race suits. Then I had an extra £1,000 for each World Championship point, which couldn't have amounted to very much by the end of the year,' he laughed. 'I didn't get a Lotus road car, and I wouldn't have wanted one. I don't know how that compares with other number two drivers. People were notoriously cagey about what they got. I haven't got a clue about what Senna got. I remember someone telling me that he was on £800k, either that year or the year before.' Commenting on the discrepancy between the earnings of the TL drivers, Warr said: 'Johnny Dumfries's fee may have been a pittance, but he was a properly paid driver getting his big chance and not a pay-driver as is the case nearly everywhere nowadays.'

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ACROSS THE POND

By Gordon Morris

Only four racing drivers drove Formula 1 cars for both Team Lotus and SEFAC Ferrari. Three were World Champions – John Surtees in the Sixties, Mario Andretti in the Seventies and Nigel Mansell in the Eighties. The first to accomplish such a feat was a modest Cumbrian by the name of Cliff Allison.

Cliff, in common with many of his contemporaries – Stirling Moss, Peter Collins and Trevor Taylor – made his name in 500cc motor cycle engined Formula Three single seaters and graduated to racing 1100cc sports cars which were the Formula Ford of the late Fifties. He joined Team Lotus in 1955 and raced Elevens with some success – he won the Le Mans Index of Performance in an Eleven in 1957. By this time, Colin Chapman had produced the Mark Twelve, a front engined single seater that was really a narrow sports car powered by the ubiquitous Coventry Climax engine in 1.5 litre form for Formula Two and 2.5 litres for Formula One.

The Twelve, and its successor the svelte and beautiful Sixteen, were fragile to an extreme and, although fast at times, rarely managed to finish a race. Cliff persevered manfully with the Twelve, producing its best result in the 1958 Belgian GP at Spa when he finished fourth. The first three cars only just made it to the finish, while Cliff was running strongly. Had the race been a lap longer, Cliff would have won.

Enzo Ferrari had noticed Cliff's sterling efforts with the difficult Twelve and Sixteen and signed him up to join Phil Hill, Tony Brooks and Dan Gurney to drive the front engined Dino V6 in Formula One and the Testa Rossa in the sports car championship. At this time, Cooper ruled the roost in Formula One with their new fangled rear engined cars and Ferrari struggled to keep up. Cliff's best results were a second place in the 1960 Argentine GP and couple of wins in the Testa Rossa sports car. All this came to an end at Monaco that year when Cliff was thrown out of the Dino and was badly injured. I remember seeing a contemporary photograph of the Dino somersaulting and poor Cliff flying through the air.

None daunted, Cliff signed up to race Lotus 18s for UDT in Formula One – and his racing career ended when he had a bad accident at Spa in 1961. The 18, though very fast, was also very fragile and others – Stirling Moss and Henry Taylor – found this out to their cost.

In common with many others, Cliff faded from the racing scene and went back to Cumberland to run his garage business. I next came across him fifteen years ago at a Goodwood Test Day when he was trying out an Eleven before taking part in a Mille Miglia retrospective. He was happy to discuss his varied experiences with a group of fellow anoraks and always had time for a chat when we met up again. Cliff was at Donington a couple of months ago – hale and hearty and ready to chat and sign autographs for the dwindling few who recognised him. Like many of his time, he was genuinely pleased (and a little surprised) that someone recognised him and knew what he had been up to all those years ago.

I was, therefore, saddened to hear that Cliff passed away peacefully a couple of weeks ago. Yet another of that band of amateur – in the best sense of the word – drivers and enthusiasts who helped make Lotus great is no longer with us and we are the poorer for it.

Spring this year has been dry and warm, making attendance at regular shows and autojumbles a real pleasure. By the time you read this, four of us UK Seveners will have been on our annual pilgrimage to Scandinavia to join the local Seven people for a weekend meeting. We've been to Denmark for the past two years, but this year we're heading further east into Sweden where the Malmo group will host the meeting. This will mean a sea journey from England to Denmark, a leisurely drive across the country to Copenhagen and a trip across a spectacular bridge to Sweden. This year, we've decided to take our time getting there and back, stopping off at regular intervals to visit friends and to see parts of the country we haven't seen before. I'll report on what happened in next month's column.

We'll cover over 1,000 miles in the course of this adventure. I know this is a mere trip to the shops to hardy Seven folk from Canada and New York State, but it's a long way to us. So I've spent some time checking everything on my 1963 S2 Seven, done all the servicing it needs and replaced anything that isn't 100% OK. One thing that has worried me for a while is how low the engine oil pan (we call it the sump) sits in the car. It's the lowest part of the car and is only 3 inches from the road. I've thought long and hard about a way to raise it a bit without upsetting everything else and have yet to come up with any solution. Over the years, the sump had had a bang and a scrape or two and it was probably only a matter of time before the next scrape wore through the metal and I was in trouble.

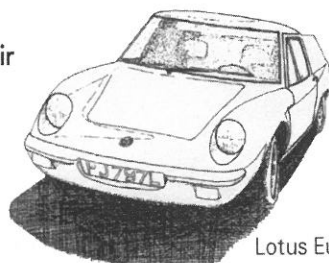
Now, there's a marvellous village garage a few miles away which is populated by sound, practical mechanics. I go there when I can't do jobs myself and I refer friends and colleagues who hate main dealers as much as I do. On the lift, I showed the boss the problem and he quickly came up with a solution – remove the sump, cut off the damaged and thin bottom, weld in a replacement in heavier gauge steel, whilst shortening it all by half an inch. This worked a treat and now I'm much happier. I still have to be very careful about the speed humps – we call them sleeping policemen – that litter the roads here, but I feel much more confident that the next bump will be unlikely to leave me stranded in a puddle of oil.

As I write on a warm and sunny morning in the shadow of Salisbury Cathedral, it's hard to believe that in three months' time I'll be setting off on another adventure – this time to St Louis via Cleveland. That's the greatest spin off of all to Lotus ownership – that automatic entry to the international Lotus family, with guaranteed friends wherever you go. Long may that remain – and long may we remember Cliff Allison and his contemporaries, without whom none of this would have been possible.

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Pit Stops

(Submit Local Group Events to Tony Vaccaro, (716) 689-8644, e-mail: tvacc@lotusowners.com)

- June (Every Sat.)** Amalgamated Lotus Owners, (Kansas City area), very informal breakfast with other like-minded folks at Sharp's 63rd St. Grill from 8:00am to approx 10:00am. Sharp's is at 63rd St. and Brookside Plaza in the Brookside area near the middle of the city. Contact Mark Bracewell (816) 459-7707 or mbracewell@kc.rr.com
- June 11 (Sat.)** CALL Steak Fry, 3pm at Roy and Debbie Collins home. RSVP to rclotus@alltel.net.
- June 12 (Sun.)** Lotus Owners of New York (LOONY) We all meet at Euro Car Day. Lancaster, NY (Just east of Route 78) Behind the Rose Garden Restaurant and Picnic Grove at 2753 Wehrle Dr 716-632-9871 For more info contact Tony Vaccaro 716-689-8644 or email at tvacc@lotusowners.com
- June 14 (Tues.)** ALCC monthly meeting with Birmingham British Motoring Club. Located at Incahoots from 6:30 PM 'til. Located next to Buster's (old meeting place now closed) in Hoover Square Shopping Center off US 31 in Hoover. We will discuss LOG 25 attendance and caravan plans with other Lotus clubs from Georgia and Florida. Contact Mike Pearce for details at 205-951-7031 or ktratom@aol.com
- June 18 (Sat.)** New England Lotus Lovers, Inc. (NELLI) Run to Bennington, Vt to Hemmings to celebrate the launch of a new magazine by Hemmings. Vintage British concours and more. Hosted by the Lamborghini Club and Hemmings. For more info contact John White at President@NELLI.org or go to the NELLI website - www.NELLI.org
- June 25 (Sat.)** New England Lotus Lovers, Inc. (NELLI) Northeast Exotic Car Show, Merrimack, NH For more info contact Jeff Torrey at jefftorrey@comcast.net or go to the NELLI website - www.NELLI.org
- June 26 (Sun.)** New England Lotus Lovers, Inc. (NELLI) British Car Day at the Larz Anderson Auto Museum Newton Street, Brookline, MA 9am - 3 pm. For more info contact John White at President@NELLI.org or go to the NELLI website - www.NELLI.org
- June 26 (Sun.)** Lotus Owners of New York (LOONY) Breakfast Meeting at the Geneseo Family Diner. Geneseo, NY On the "main" street of Geneseo. For more info contact Tony Vaccaro 716-689-8644 or email at tvacc@lotusowners.com
- July (Every Sat.)** Amalgamated Lotus Owners, (Kansas City area), very informal breakfast with other like-minded folks at Sharp's 63St. Grill from 8:00am to approx 10:00am. Sharp's is at 63rd St. and Brookside Plaza in the Brookside area near the middle of the city. Contact Mark Bracewell (816) 459-7707 or mbracewell@kc.rr.com
- July 6 (Wed.)** Club ALE (Austin Lotus Enthusiasts) regular monthly meetings at the Draught House (4112 Medical Pkwy), 6:30 PM. Visit www.clubale.com or email dacia@clubale.com for more information
- July 10 (Sun.)** Lotus Owners of New York (LOONY) Breakfast Meeting at the Bergen Family Diner. Bergen, NY (just west of Rochester off the 490). At the junction of Routes 33 and 19. For more info contact Tony Vaccaro 716-689-8644 or email at tvacc@lotusowners.com
- July 12 (Tues.)** -Alabama Lotus Club. Monthly meeting begins 6:30 PM, with location to be determined. We will plan for a joint event with Lotus Ltd, SE at Barbermotorsports Park for the July 29-31 Rolex Series Grand Am races (July 31 is the target day). Event will include a car corral with other local car clubs and a special tour of the Lotus collection in the Barber Museum and possible track lunch time tour. Contact Mike Pearce for details at 205-951-7031 or ktratom@aol.com

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Lotus Announces High Performance Track Day Car

The new Lotus "Circuit Car" was recently announced by Kim Ogaard-Nielsen, CEO of Group Lotus, to privileged Lotus Club International members at the annual Lotus Club International Gala Dinner held at Norwich City Football Club. Based on the Lotus Elise Aluminium chassis, and weighing in at approximately 600kg, the single-seater car (with an option of two seats) has been designed and engineered solely for Track Day and Club Racing.

The lightweight composite bodywork of the visually dramatic open-topped circuit car achieves high downforce from cleverly engineered aerodynamics. Part of its phenomenal performance is from a supercharged VVTI-i (Variable Valve Timing with Lift - intelligent) engine. This exciting combination has allowed for a dynamic racing package producing higher performance to that of existing Elise-based products. Details are available on the club website at www.lotusclub.org.



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